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Sept.
1961



THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. IV., No. 8.

Sept. 1961



State Highway Engineer Fred Quinnell, Jr.

A WORD FROM THE CHIEF

In this statement for Centerline, I wish to commend all the employees of the Montana Highway Department for their untiring efforts in providing and maintaining better and better highways for our state. I know from personal experience in the field just how discouraging and trying your jobs can be at times, and I also am aware of the satisfaction that you receive when each job or project is completed.

I can truthfully state that the highways in Montana have never been in better condition. During the past few months, I have personally inspected many hundreds of miles of highway, some of it built in the late 1920's, and through the efforts of our section-men, these sections are still giving good service. Your job is not easy during

the winter season, when you are called upon to keep travel rolling during a storm or when you must make emergency repairs on bridges or culverts, or to open up a slide.

Likewise, I wish to give credit to the men working on construction. We are well on our way to the largest construction year ever on Montana highways, and it is due to the unceasing effort on the part of all of you that has made this possible.

The people of Montana should be as proud of you as I am and you can be sure that it is an honor to head up such a fine organization.

Keep up the good work, and at the same time, I would request of each of you to keep in mind that you are working for a public agency, being paid by funds obtained from the public, and as this is so, I make a personal appeal to always conduct yourselves on and off the job in a manner that will bring added credit to you and to the Department.

TWO DEDICATIONS SET FOR SEPTEMBER

On September 16, at Sidney, a celebration was held to make the culmination of over 30 years of effort on the part of many dedicated Montanans to see a road completed between North Dakota, Sidney, Jordan, Lewistown, Great Falls, and Missoula. The completion will be marked, at a celebration in Sidney. A model T race from Missoula to the North Dakota line was a part of the celebration.

At Miles City, on September 28, a new section of cement highway on Interstate 94 will be opened and dedicated. This marks the first cement highway constructed in Montana since the early 1930's. Coincidentally, Paul Johnson, the district engineer in charge of the project, worked on the last cement work thirty years ago.

AWARD SHEET

Letting of August 30, 1961

PROJECT NO.	Amount of Bid	Bidder	Address
I 15-2 (14) 127 Unit 1 F 207 (8) F 279 (4) Butte-Urban Section of Silver Bow Co. Interstate Butte-Pipestone Pass Brewery Bypass-Butte Roads (Silver Bow County)	\$ 1,726,708.52	Bud King Construction Co.	Missoula, Mont.
I 15-2 (14) 127 Unit 2 Butte-Urban Section of Silver Bow Co., Interstate Road (Fencing) (Silver Bow County)	\$ 62,087.38	U. S. Steel Corporation	Portland, Ore.
(Repair F 132 (6)) AR 302-0061-05-012 Chester-Gildford Road (Repair Concrete Bridge) (Hill County)	\$ 3,440.00	Walter Laas	Chester, Mont.
F 315 (15) Van Norman-Glasgow Road (McCone County)	\$ 565,457.30	Wickens Brothers	Suffolk, Mont.
S 6 (4) Unit 1 Townsend-Canyon Ferry- Clasol Road (Broadwater County)	\$ 319,862.15	McLaughlin, Inc.	Great Falls, Mont.
Aug. Letting	\$ 2,677,555.35		
Total to Date	30,414,076.35		
Accumulative	\$33,091,631.70		

SAFETY IS MANY THINGS

Safety is not a crutch; it is a shield. Safety is not only a pair of steel-toed safety shoes but also the common-sense habit of working in those safety shoes.

Safety is not a contest between departments or individuals. It is a contest waged by each individual against the ambulance, the hospital, and death itself.

Safety is not a sleeping pill to make us forget the responsibility to our own life and limb, and the life and limb of the other fellow.

Safety is not the safety supervisor who rides the circuit to see how safety is being treated. It is thinking and acting safely, regardless of whether or not a safety department representative ever comes around.

Safety is not a set of statistics, for statistics are only a gauge, measuring the degree of our safety performance.

Safety is not something we can leave to the other fellow to do something about. It is a combination of all these things and more. But safety is not going to be worth much unless its banners are held high by everyone, from the executive to the man who uses the sledge, runs the equipment, or pushes a pencil.

If safety is to cut deeply into the unnecessary funerals, the wheel chairs, the tears and sorrow, and the terrifically high cost of accidents, injury and death, then it must become a religion for all those who face even the simplest of hazards.

CIVIL DEFENSE IS EVERYONE'S BUSINESS

For some reason, there persists in many minds an image of civil defense as something totally apart from regular government. Something which could spring into being in case of enemy attack. This is a false image.

We simply cannot buy an informed, dedicated citizenry. We must *live* the part. We can pay for diplomacy, for economic aid, and for the cost of military forces to deter and defeat attack. But for home defense—what we today call *civil defense* every citizen has a role—and he must live it and be a part of it.

Civil Defense is everyone's business. In a nuclear war, it is the Nation which can sustain itself and recover that will win.

Civil defense is teamwork for national survival, teamwork at the Federal, State, community, and family levels. If our national defense is to overcome or deter aggression, all of these groups must function as a team.

People are the key to effective civil defense—for it starts with the individual citizen—and from him gets its strength. To be totally prepared, each of you must know and take action on six fundamentals:

1. Warning signals and what they mean.
2. Your community's plan for emergency action.
3. Use of Conelrad—640 or 1240 on AM radio—for official directions and instructions during the emergency.
4. First aid and home emergency preparedness.
5. Protection from radioactive fallout. Your home should have a fallout shelter stocked with two week's supply of food and water, a battery radio, and other essential survival items. It's cheap insurance for your personal survival and for the strengthening of the survival of the nation. Such a shelter could some day prove to be your best investment.
6. Evacuation (if necessary). Have at least ½ tank of gas in your car at all times; also have an evacuation kit to include food, water and first-aid kit either in or near by.

(Continued on page 3)

THE "EMPLOYEE LOOKS AT DISCIPLINE"

A Look at the Boss

If we, as employees, asked ourselves what we wanted most in our immediate supervisor, the quality, "tough but fair" would rank high on the list.

If we are normal employees, and thanks to our social structure most of us are, we welcome discipline not only because our entire bringing-up process has been exposed to its influence and we would be lost without it, but also our fellow workers are controlled against putting us in uncomfortable and frustrating situations.

In making a choice between a boss that is, "tough but fair" and one that is "kind but weak," the vast majority of us would choose the former.

All Supervisors Are Not Perfect

All human beings have faults. Our supervisors are no exception. We, as employees are expected to overlook their minor faults, just as we expect them to overlook ours. However, higher administrative action is necessary to correct some faulty supervision such as:

1. The supervisor who takes no positive action to solve disciplinary problems, and who believes that by turning his back and ignoring them his problems will disappear. While his back is turned, the problem employee is likely to:
 - a. be a poor producer and interfere with the work of others;
 - b. require a disproportionate amount of the supervisor's time;
 - c. lower the work standards of the unit;
 - d. cause good employees to leave the unit;
 - e. give the supervisor a daily dose of irritation, frustration and resentment;
 - f. diminish the respect which others have for the supervisor;
 - g. injure the supervisor's self-respect.

Yes, the supervisor with no positive attitude toward discipline, has a tough time and should have attention from higher administration.

2. The Lemon-Passer—This type of supervisor figures he has a "lemon" working for him and the best way out is to find a gullible fellow-supervisor to pass the lemon to.
Normally, he has to stretch his imagination in

order to "sell his goods." This type of deceptive evaluation never bothers him. Since he has given so many evaluations of this type he could not give an honest one if he tried.

In later stages of his career, this supervisor is likely to wonder why nobody trusts him. This type of supervisor usually does not advance very far.

Yes, the Lemon-Passer has a tough time and will continue to unless action is taken by higher administration.

3. The Temper-Tantrum Supervisors of this type may storm into the Chief's office and want Joe Doaks fired or transferred, on the grounds he is a trouble maker and incompetent and has been for the past 20 years.

Usually Doak's official record, when reviewed, is spotless and contains a long succession of satisfactory merit ratings, including a recent letter of commendation by his immediate supervisor.

The supervisor may attempt to justify his actions by saying he has been "carrying" Doaks, giving him the benefit of the doubt and trying to "bear with him for years."

Even if this is actually the fact (and unfortunately, in many cases it is) the supervisor must learn to bear with Mr. Doaks a while longer, if there isn't some mighty strong evi-

(Continued on page 4)

CIVIL DEFENSE

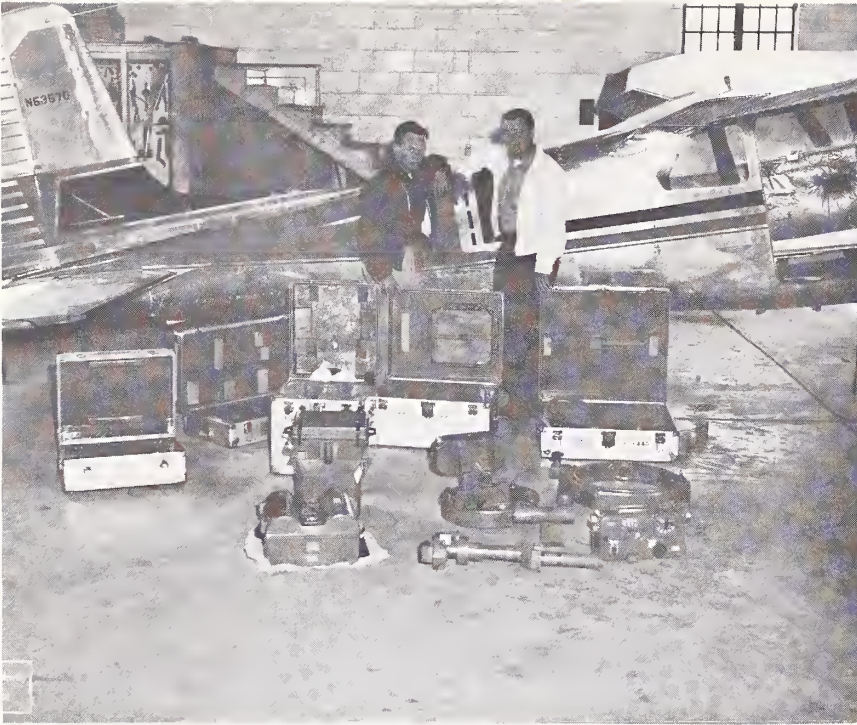
(Continued from page 2)

You can obtain a copy of the OCDM booklet, "The Family Fallout Shelter," from your local civil defense office. It contains plans for shelters costing as little as \$150.00.

In nuclear war, it is the nation which can sustain itself and recover that will win. To this end, civil defense becomes everyone's business.

Yes, each person—by knowing and taking action on the six fundamentals—can personally and individually contribute greatly to our country's security and to peace.

Most of all, never take the defense of freedom for granted. We can buy and built its sinews—the guns, the planes, and rockets; but we cannot buy its substance—a substance rooted in a heritage of sacrifice and duty.



Left—Our new aerial camera is displayed here with the photogrammetry plane. Shown inspecting the new equipment is Arthur Quinnell, Assistant Interstate Engineer, and Chet Dreher, photographer for the department. Right—Marvin Kalland of the Photogrammetry Section shown operating the new Wild Aerial Camera in the Cessna 180.

THE EMPLOYEE LOOKS AT DISCIPLINE

(Continued from page 3)

dence to counteract the official written record. Yes, it is hard to persuade a third party that disciplinary action is justified, if the supervisor concerned has to start out by admitting that he has been lacking in previous dealings with the employee. This type of situation needs assistance from higher administrative levels.

4. The Conniver is the type of supervisor who does not have the courage or common-sense to attack disciplinary problems in a straight-forward manner. Instead, he goes in for wild schemes of getting rid of problem employees.

While talking to his Chief, his thinking may run somewhat like this: "First, we change the department procedure to enable Bill to transfer into Joe's position, then Joe, because of longevity and experience takes over the position now held by Ed. At the same time, we temporarily abolish this unit over here and change the duties of this other position so that Ed cannot ask for this job. When we offer Ed a transfer 100 miles from his present home, he is sure to resign."

In doing things the way he suggests, half the department would require reorganization, innocent people would be hurt, and in the end

the schemes would probably back-fire.

Yes, you are correct, the Conniver does not belong in a supervisory position. When Connivers creep into such positions they should have the positive attention of higher administrative levels.

5. The Everhopeful does not actually turn his back on his problems. He is a nice, kindly, optimistic person who believes despite all evidence to the contrary, there isn't anyone he can't make into a satisfactory employee.

However, sooner or later, he is likely to run into the exceptional delinquent employee who is beyond the possibility of reform. While attempting to reform this individual, he is in danger of becoming more maladjusted himself. Yes, the Everhopeful definitely needs to have the "facts of life" brought to his attention through higher administrative action.

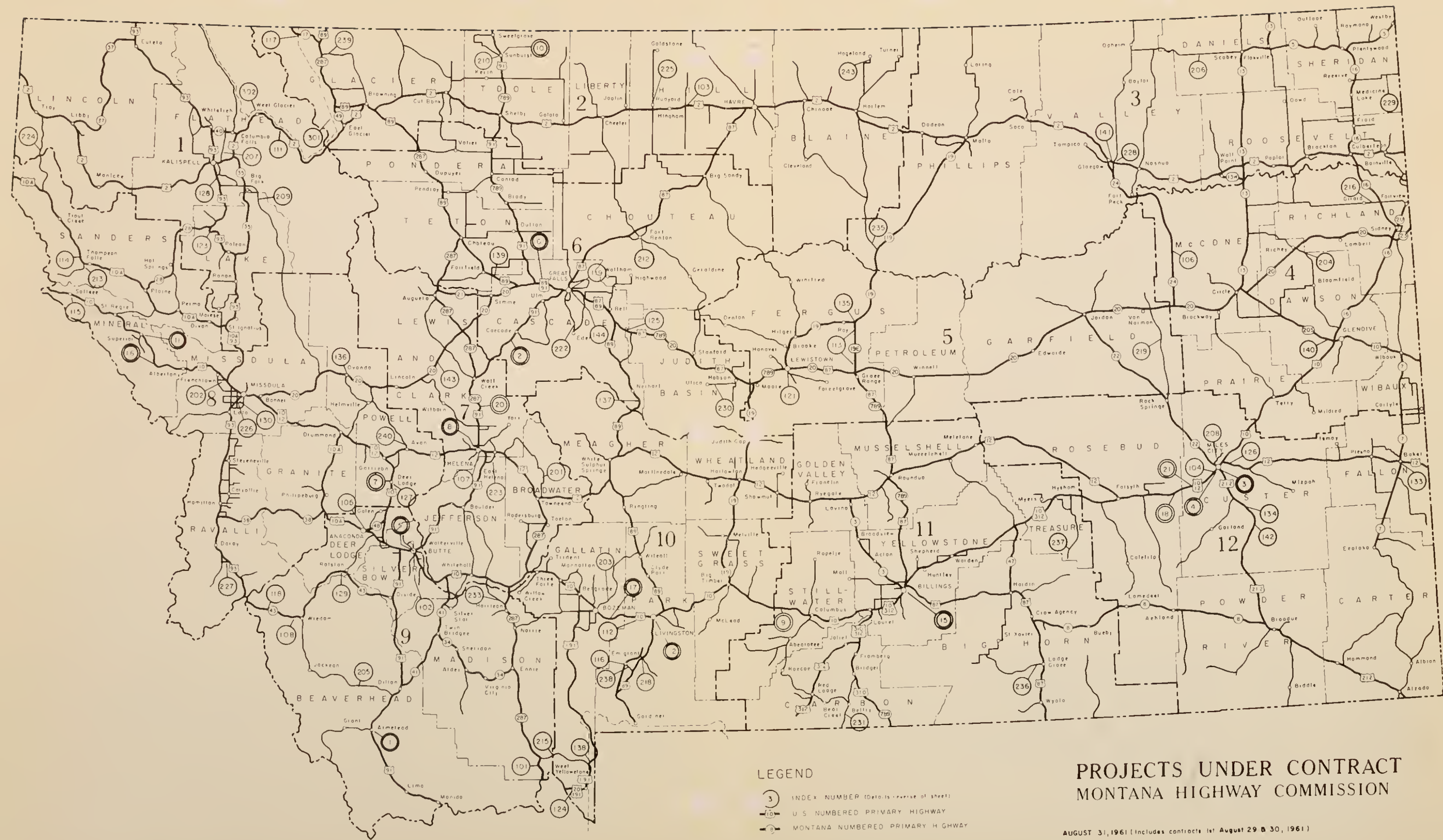
6. The Indefinite wants to fire Joe Blow, but he cannot quite explain why or put into words that will make the action justifiable. It isn't the fact Joe is inefficient, insubordinate, uncooperative or guilty of some personal misconduct. It is not any one thing, but a combination of things you cannot put your finger on. Supervisors, by tradition, should not be permitted to give such vague explanations on

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID PRIMARY PROJECTS</u>			
113	F 333 (29) U 1	9-15-61	11.8 miles cement base stabilizing, plant mix bituminous and seal coat oiling . (Montana 19 E - North of Graes Range) .
	F 26 (6) U 1 & F 333 (27) U 1	9-15-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling . (Montana 19 E - Graes Range North) .
	F 333 (27) U 2	9-15-61	Four prestressed concrete beam bridges . One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek . (Montana 19 E - Grass Range - North) .
114	FHP 6 D 5 *	1961	2.3 miles grading, drainage, surfacing, and road mix bituminous oiling . (U. S. 10 A relocation - West of Thompson Falls) .
115	SMP 3110-22	9-15-61	34.7 miles seal coat oiling . (U. S. 10 - Saltese - West and East) .
116	F 217 (12) U 1	9-30-61	21.3 miles surfacing, plant mix bituminous and seal coat oiling . (U. S. 89 - South to North of Emigrant) .
	F 217 (13) U 1	9-30-61	2.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 89 - South of Emigrant) .
117	NP 4A4 & 14A *	1961	10.9 miles grading, drainage, surfacing, and bituminous surface treatment . (Montana 17 - Northwest of East Glacier) .
118	FHP 20-B *	1961	9.4 miles grading, drainage, and four 60 foot concrete slab bridges . Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom) .
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River . (U. S. 87 - ByPass - Great Falls North) .
121	U 102 (7) U 1	9-15-61	0.3 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 19 - In Lewistown) .
123	F 191 (20) U 1	9-15-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
124	FHP 46-A4 *	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . One 60 foot reinforced girder bridge - South Fork Madison River . (U. S. 191 - West of West Yellowstone) .
125	F 235 (27) U 1	10-31-61	5.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Three 83 foot prestressed concrete beam bridges - Otter Creek . (U. S. 87 - Southeast of Belt) .
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
127	F 184 (14)	9-15-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - North and South of Deer Lodge) .
128	F 191 (21)	9-15-61	7.2 miles widening roadway, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - Kalispell South) .
129	F 43 (15) U 1	9-30-61	31.0 miles plant mix bituminous and seal coat oiling . (Montana 43 - East and West of Ralston) .
130	FAP 215 (3)	9-15-61	Traffic controls on Brooks Street, Middlesex Street, and North Avenue Intersection . (U. S. 93 - In Missoula) .
132	F 260 (9)	9-15-61	20,175 foot steel guard rail . (U. S. 2 - West Glacier East) .
133	F 86 (19)	9-15-61	1.1 miles grading, drainage, cement stabilized base, plant mix bituminous and seal coat oiling . (U. S. 12 - In Baker) .
134	F 156 (11) U 2	11-30-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek . (U. S. 212 - South of Miles City) .
135	F 103 (10) U 1 & F 333 (28)	7-15-62	11.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek . (Montana 19 - Roy Northeast) .
136	U 237 (16) & F 267 (11)	9-15-61	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling . (Montana 20 - West & East of Ovando) .
137	FHP 32-A9 *	1961	5.0 miles grading, drainage, surfacing, and bituminous surface treatment . (U. S. 89 - South of Nehart) .
138	FHP 42-M2 *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment . Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek . (U. S. 191 - North of West Yellowstone) :
139	F 65 (8) U 2	9-30-61	One 60 foot prestressed concrete beam bridge - Greenfields South Canal . (U. S. 89 - Southeast of Fairfield) .
140	F 246 (9) U 1	6-30-62	9.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 20 S - West of Glendive) .
141	F 144 (6)	7-30-62	4.7 miles (2.3 miles four lanes divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber bridge - Goudge Coulee . (U. S. 2 - Glasgow East) .
142	F 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
143	F 50 (9)	10-1-61	2.5 miles (10,062 feet) guard rail . (Montana 20 - Northeast of Lincoln) .
144	F 180 (4) & U 277 (5)	9-15-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 87 & 89 - In Great Falls) .
<u>FEDERAL AID SECONDARY PROJECTS</u>			
201	S 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
202	S-SG 272 (2)	10-15-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Southeast of Frenchtown) .
203	S 370 (12)	9-15-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Northeast of Bozeman) .
204	S 32 (11)	11-15-61	7.4 miles grading, drainage, surfacing , plant mix bituminous and seal coat oiling . (Richey Northwest & Southeast) .
205	S 35 (10)	9-15-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling. (West of Dillon) .
206	S 8 (10)	9-30-61	9.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (West of Scobey) .
207	S 7 (6) U 1	9-15-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Kalispell) .
208	S 388 (1)	9-15-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . One 198 foot prestressed concrete beam bridge - Sunday Creek . (North of Miles City) .
209	S 65 (4)	9-15-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .
210	S 366 (5)	9-15-61	0.5 miles surfacing, plant mix bituminous and seal coat oiling . (In Sunburst) .
212	S 290 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
213	S 221 (1)	9-15-61	5.0 miles grading, drainage, and surfacing . (West of Thompson Falls) .
215	ERFO 40 (1) *	1961	3.8 miles grading . (Through Earthquake Slide - Southeast of Ennis) .
216	S 361 (10)	9-30-61	5.5 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (East of Girard) .
218	S 273 (3) U 1	9-30-61	0.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Northeast of Emigrant) .
219	S 258 (3)	10-17-61	6.7 miles grading, drainage, and aggregate surfacing . (North of Rock Springs) .
222	S 329 (4) U 1	9-30-61	10.3 miles drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Eden North)
223	S 330 (1) U 1	9-15-61	2.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East Helena Southwest) .
224	FHP 5-2 (1) *	1961	4.7 miles grading and drainage . (South of Troy) .
225	S 13 (5)	10-1-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Rudyard North) .
226	S 218 (4)	9-15-61	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (39th Street - South of Missoula) .
	S 218 (5)	9-15-61	Traffic Controls (Brooks & Russell Street Intersection - South of Missoula) .
	S-US 220 (2)	9-15-61	1.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Higgins Avenue Extension - South of Missoula) .
	S 298 (2)	9-15-61	Traffic Controls . (Brooks Street & Second Avenue Intersection - South of Missoula) .
227	S 328 (1)	11-15-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling . Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River . (South of Darby) .
228	S 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow North) .
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Glasgow South) .
229	S 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (East of Reserve) .
230	S 121 (3)	7-15-62	5.3 miles grading, drainage and aggregate surfacing . (Utica East) .
231	S 136 (2) U 1	10-1-61	10.5 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Belfry South) .
233	S 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment . (Northwest of Harrison) .
235	S 187 (8) U 1	10-15-61	10.6 miles minor grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (From Junction Montana 19 Northwest) .
236	S 260 (3) U 1	10-15-61	11.4 miles aggregate surfacing and plant mix bituminous oiling . (Lodge Grass - West) .
237	S 50 (4)	11-1-61	8.0 miles grading, drainage and aggregate surfacing . (South of Hysham) .
238	S 66 (2) U 1	9-15-61	1.2 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Emigrant - Southeast) .
239	S 266 (1)	9-15-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Northwest of Browning) .
240	S 291 (4)	9-15-61	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling . (Avon Northwesterly) .
	S 291 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
243	S 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing . (Hogeland West) .
<u>OFF SYSTEM PROJECTS</u>			
301	FHP 2-A2, B2 & 12-A2 *	1961	7.2 miles grading and aggregate base . (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP 8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek . (In Glacier Park - North of West Glacier) .

* - - Bureau Of Public Roads Projects .



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LEGEND

- ③ INDEX NUMBER (Index is reverse of sheet)
- 10 U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

AUGUST 31, 1961 (Includes contracts let August 29 & 30, 1961)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID INTERSTATE PROJECTS</u>			
1	I 15-1 (11) 37 U 1	9-30-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - South to North of Armstead) .
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures, One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Morae Prairie Interchange, One 173 foot - Beaverhead River. (U. S. 91 - South to North of Armstead) .
2	I 15-1 (11) 37 U 3	10-31-61	7.8 miles fencing and cattle guards. (U. S. 91 - South to North of Armstead) .
	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road. (U. S. 91 - South to North of Cascade) .
	I 15-5 (13) 239 U 2	10-31-61	Four prestressed concrete beam structures, One 133 foot - Tintinger Interchange, One 82 foot - Frontage Road Separation, One 138 foot - South Cascade Interchange, One 123 foot - North Cascade Interchange. (U. S. 91 - South to North of Cascade) .
3	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing. (U. S. 91 - South to North of Cascade) .
	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab junior grade separations. One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12 (U. S. 10 - Miles City - East) .
	I 94-4 (6) 136 U 2	10-16-62	11.6 miles fencing. (U. S. 10 - Miles City - East) .
4	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West) .
	I 94-4 (5) 127 U 2	9-15-61	8.5 miles fencing. (U. S. 10 - Miles City - West) .
5	I 15-2 (14) 127 U 1	10-15-62	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U. S. 91 - In Butte) .
	I 15-2 (14) 127 U 2	8-1-62	2.7 miles fencing. (U. S. 91 - In Butte) .
6	I 15-5 (9) 275 U 1	9-15-61	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - West of Great Falls) .
	I 15-5 (9) 275 U 3	9-15-61	8.3 miles fencing. (U. S. 91 - West of Great Falls) .
7	I 90-3 (8) 180 U 1	9-15-61	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
	I 90-3 (8) 180 U 2	9-15-61	Six prestressed concrete beam bridges. One 123 foot - North Deer Lodge Interchange, One 118 foot - Milwaukee Avenue, One 168 foot - County Road, Dual 153 foot - Clark Fork, One 256 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads. (U. S. 10 - North and South of Deer Lodge) .
	I 90-3 (8) 180 U 3	9-15-61	8.6 miles fencing. (U. S. 10 - North and South of Deer Lodge) .
	I 90-3 (10) 180	10-31-61	8.6 miles signing and delineation. (U. S. 10 - North and South of Deer Lodge) .
8	I-IG-ING 15-4 (4) 182 U 2	9-15-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange. (U. S. 91 - Helena - South) .
	I-IG-ING 15-4 (4) 182 U 3	9-15-61	2.8 miles fencing and cattle guards. (U. S. 91 - Helena - South) .
	I 15-4 (10) 182	12-15-61	2.8 miles signing and delineation. (U. S. 91 - Helena - South) .
	I-IG-ING 15-4 (4) 182 U 4	6-30-62	1.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .
	I 15-4 (5) 185 U 1	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street Interchange. One 215 foot prestressed concrete beam bridge - Underpass - York Road Separation. (U. S. 91 - In Helena) .
	I-IG-ING 15-4 (4) 182 U 5	6-30-62	1.3 miles fencing and cattle guards. (U. S. 91 - In Helena) .
	I 15-4 (5) 185 U 2	6-30-62	One 558 foot - Riveted Plate Girder Bridge - Yellowstone River. (U. S. 10 - West of Columbus) .
9	I 90-8 (7) 394	9-15-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder bridge - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses. (U. S. 91 - Sunburst North) .
10	I-IG 15-8 (6) 379 U 1	9-15-61	4.2 miles fencing and cattle guards. (U. S. 91 - Sunburst North) .
	I-IG 15-8 (6) 379 U 2	9-15-61	4.2 miles signing and delineation. (U. S. 91 - Sunburst North) .
11	I 90-1 (6) 43 U 1	9-15-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation. (U. S. 10 - North and South of Superior) .
	I 90-1 (6) 43 U 3	9-15-61	6.7 miles fencing and cattle guards. (U. S. 91 - North and South of Superior) .
	I 90-1 (15) 43	10-30-61	6.7 miles signing and delineation. (U. S. 10 - North and South of Superior) .
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River. (U. S. 10 - South of Livingston) .
	I-IG 90-7 (9) 327 U 1	6-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of irrigation and water supply facilities. (U. S. 10 - West and East of Livingston) .
	I-IG 90-7 (9) 327 U 2	9-15-61	Ten prestressed concrete beam structures. Dual 113 foot overpasses - West Interchange, Dual 251 foot overpasses - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Swingly Interchange, One 279 foot underpass - East Interchange, One 210 foot Underpass - Mission Interchange. (U. S. 10 - West and East of Livingston) .
	I-IG 90-7 (9) 327 U 3	9-15-61	11.8 miles fencing and cattle guards. (U. S. 10 - West and East of Livingston) .
15	I 90-8 (10) 451	11-30-61	930 and 945 foot (dual) steel riveted plate girder bridges - Yellowstone River. (U. S. 10 - East of Billings) .
16	I 90-1 (7) 60 U 1	9-15-61	5.0 miles signing and delineation. (U. S. 10 - Southeast of Superior) .
17	I-IG 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange. Dual 128 foot overpasses - Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - N.P. RY. (U. S. 10 - East of Bozeman) .
	I-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing. (U. S. 10 - East of Bozeman) .
18	I 94-3 (3) 114 U 1 & I 94-4 (9) 119 U 1	9-15-62	6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - East of Foreyth) .
	I 94-4 (3) 114 U 2	5-31-62	One 82 foot prestressed concrete beam bridge - Graveyard Creek. One 17 foot concrete slab, junior grade separation - Stockpass. (U. S. 10 - East of Foreyth) .
	I 94-3 (3) 114 U 3 & I 94-4 (9) 119 U 2	7-1-62	6.2 miles fencing. (U. S. 10 - East of Foreyth) .
19	I 90-8 (8) 438 U 2	10-1-61	6.4 miles fencing. (U. S. 10 - West of Billings) .
20	I 15-4 (9) 194 U 1	8-30-63	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountain Interchange. (U. S. 91 - North of Helena) .
	I 15-4 (9) 194 U 2	9-15-62	12.7 miles fencing and cattle guards. (U. S. 91 - North of Helena) .
	I 94-4 (8) 120 U 1	9-15-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Miles City) .
	I 94-4 (8) 120 U 2	5-31-62	One 173 foot prestressed concrete beam bridge - Underpass - Moon Creek Road Interchange. (U. S. 10 - West of Miles City) .
	I 94-4 (8) 120 U 3	5-31-62	7.3 miles fencing. (U. S. 10 - West of Miles City) .
<u>FEDERAL AID PRIMARY PROJECTS</u>			
101	PHP 60-A *	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis) .
	ROW PHP 60-A *	9-15-61	8.9 miles fencing. (Montana 287 - South of Ennis) .
102	P-207 (8)	10-15-62	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte) .
	P-279 (4)	10-15-62	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 ByPass - In Butte) .
103	AR 302-0061-05-012	11-30-61	Repair 120 foot concrete T beam bridge - Sage Creek. On P-132 (6). (U. S. 2 - West of Havre) .
104	F-135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - Miles City West) .
105	F-68 (11)	10-31-61	0.6 miles signing and delineation. (U. S. 10 A - Anaconda East) .
106	P-315 (15)	9-15-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck) .
107	F-214 (3) U 1	9-15-61	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .
	F-214 (4)	12-15-61	0.7 miles signing and delineation. (U. S. 91 - Helena) .
	U 249 (14) U 1 & U-UG 376 (3) U 1	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - G. N. RY. (U. S. 10 - ByPass - In Helena) .
108	F-42 (1) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West) .
	F-42 (1) U 2	7-31-62	One 215 foot prestressed concrete beam bridge - Big Hole River. (Montana 43 - Wisdom West) .
111	PHP 13-P6 *	1961	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier) .
112	P 185 (6) U 1	6-15-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston) .
	P 185 (6) U 3	9-15-61	0.3 miles fencing. (U. S. 10 - West of Livingston) .

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID PRIMARY PROJECTS</u>			
	F 333 (29) U 1	9-15-61	11.8 miles cement base stabilizing, plant mix bituminous and seal coat oiling. (Montana 19 E - North of Grass Range) .
	P 26 (6) U 1 & F 333 (27) U 1	9-15-61	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North) .
	F 333 (27) U 2	9-15-61	Four prestressed concrete beam bridges. One 92 foot McDonald Creek, One 82 foot Chippewa Creek, One 92 foot Ford's Creek, One 82 foot Little Box Elder Creek. (Montana 19 E - Grass Range - North) .
114	PNP 6 D 5 *	1961	2.3 miles grading, drainage, surfacing, and road mix bituminous oiling. (U. S. 10 A ReInclation - West of Thompson Falls) .
115	SHP 3110-22	9-15-61	34.7 miles seal coat oiling. (U. S. 10 - Seltes - West and East) .
116	P 217 (12) U 1	9-30-61	21.3 miles surfacing, plant mix bituminous and seal coat oiling. (U. S. 89 - South to North of Emigrant) .
	F 217 (13) U 1	9-30-61	2.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 89 - South of Emigrant) .
117	NP 444 & 144 *	1961	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier) .
118	PNP 20-B *	1961	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom) .
119	U-F-PG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North) .
121	U 102 (7) U 1	9-15-61	0.3 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 19 - In Lewistown) .
123	F 191 (20) U 1	9-15-61	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson) .
124	PNP 46-A4 *	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced girder bridge - South Fork Madison River. (U. S. 191 - West of West Yellowstone) .
125	F 235 (27) U 1	10-31-61	5.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Three 83 foot prestressed concrete beam bridges - Otter Creek. (U. S. 87 - Southeast of Belt) .
126	F 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .
127	F 184 (14)	9-15-61	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
128	F 191 (21)	9-15-61	7.2 miles widening roadway, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - Kalispell South) .
129	F 43 (15) U 1	9-30-61	31.0 mile plant mix bituminous and seal coat oiling. (Montana 43 - East and West of Halston) .
130	PAP 215 (3)	9-15-61	Traffic controls on Brooks Street, Middlesex Street, and North Avenue Intersection. (U. S. 93 - In Missoula) .
132	F 260 (9)	9-15-61	20,175 foot steel girdle rail. (U. S. 2 - West Glacier East) .
133	F 86 (19)	9-15-61	1.1 miles grading, drainage, cement stabilized base, plant mix bituminous and seal coat oiling. (U. S. 12 - In Baker) .
134	F 156 (11) U 2	11-30-61	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City) .
135	F 103 (10) U 1 & F 333 (28) U 1	7-15-62	12.5 miles grading, cement stabilized base surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot - Box Elder Creek. (Montana 19 - Roy Northeast) .
136	F 237 (16) & F 267 (11)	9-15-61	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling. (Montana 20 - West & East of Ovando) .
137	FHP 32-A9 *	1961	5.0 miles grading, drainage, surfacing, and bituminous surface treatment. (U. S. 89 - South of Nehart) .
138	FHP 42-M2 *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone) .
139	F 65 (8) U 2	9-30-61	One 60 foot prestressed concrete beam bridge - Greenfields South Canal. (U. S. 89 - Southeast of Fairfield) .
140	F 246 (9) U 1	6-30-62	9.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 20 S - West of Glendive) .
141	F 144 (6)	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Coudee Coulee. (U. S. 2 - Glasgow East) .
142	F 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
143	F 50 (9)	10-1-61	2.5 miles (10,062 feet) guard rail. (Montana 20 - Northeast of Lincoln) .
144	F 180 (4) & U 277 (5)	9-15-61	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls) .
<u>FEDERAL AID SECONDARY PROJECTS</u>			
201	S 6 (4)	9-15-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend) .
202	S-SG 272 (2)	10-15-61	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown) .
203	S 370 (12)	9-15-61	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northeast of Bozeman) .
204	S 32 (11)	11-15-61	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Ritchey Northwest & Southeast) .
205	S 35 (10)	9-15-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling. (West of Dillon) .
206	S 8 (10)	9-30-61	9.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (West of Scooby) .
207	S 7 (6) U 1	9-15-61	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .
208	S 388 (1)	9-15-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek. (North of Miles City) .
209	S 65 (4)	9-15-61	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .
210	S 366 (5)	9-15-61	0.5 miles surfacing, plant mix bituminous and seal coat oiling. (In Sunburst) .
212	S 290 (12)	7-30-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .
213	S 221 (1)	9-15-61	5.0 miles grading, drainage, and surfacing. (West of Thompson Falls) .
215	ERPO 40 (1) *	1961	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis) .
216	S 361 (10)	9-30-61	5.5 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Girard) .
218	S 273 (3) U 1	9-30-61	0.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northwest of Emigrant) .
219	S 258 (3)	10-17-61	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs) .
222	S 329 (4) U 1	9-30-61	10.3 miles drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Eden North) .
223	S 330 (1) U 1	9-15-61	2.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East Helena Southwest) .
224	FHP 5-2 (1) *	1961	4.7 miles grading and drainage. (South of Troy) .
225	S 13 (5)	10-1-61	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North) .
226	S 218 (4)	9-15-61	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (39th Street - South of Missoula) .
	S 218 (5)	9-15-61	Traffic Controls (Brooks & Russell Street Intersection - South of Missoula) .
	S-US 220 (2)	9-15-61	1.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Higgins Avenue Extension - South of Missoula) .
	S 298 (2)	9-15-61	Traffic Controls. (Brooks Street & Second Avenue Intersection - South of Missoula) .
227	S 328 (1)	11-15-61	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby) .
228	S 368 (13)	7-30-62	0.6 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow North) .
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow South) .
229	S 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve) .
230	S 121 (3)	7-15-62	5.3 miles grading, drainage and aggregate surfacing. (Utice East) .
231	S 136 (2) U 1	10-1-61	10.5 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Belfry South) .
233	S 167 (6)	7-15-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison) .
235	S 187 (8) U 1	10-15-61	10.6 miles minor grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (From Junction Montana 19 Northwest) .
236	S 260 (3) U 1	10-15-61	12.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West) .
237	S 50 (4)	11-1-61	8.0 miles grading, drainage and aggregate surfacing. (South of Hyeham) .
238	S 66 (2) U 1	9-15-61	1.2 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Emigrant - Southeast) .
239	S 266 (1)	9-15-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Northwest of Browning) .
240	S 291 (4)	9-15-61	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Avon Northwesternly) .
	S 291 (6)	6-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon) .
243	S 179 (4)	8-15-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West) .
<u>OFF SYSTEM PROJECTS</u>			
301	FHP 2-A2, 82 & 12-A2 *	1961	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP 8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier) .

Division 501, Billings

Approximately 140 guests attended a dinner-dance retirement party given in honor of Glen C. Hallam at the Lake Hills Country Club in Billings, Montana on July 29, 1961.

Mr. Hallam began his career with the Highway Department on April 21, 1933 and retired on August 10, 1961. Glen was known throughout the state from his activities on behalf of State Employees. He was associated with the State, County and Municipal Employees Union and served as Council 9 President for 22 years. We are all grateful to Mr. Hallam and sincerely hope this chapter of his and Mrs. Hallam's life will prove to be most happy and satisfying. Glen was a charter member of Local 225, a Chapter of Council 9 of which there are 3 remaining employees: Kenneth McCracken, George Hein and Steven Dunbar with the Highway Department.

A well-attended picnic was held by the Maintenance Employees of Division 501 at the Montana State Experiment Farm, Huntley, Montana, July 22, 1961. This is the first such picnic held since 1950.

Bozeman Division

Bozeman Division Stockman Harold W. Roby, his wife Jeanne, and daughter, Kristine, have returned from a pleasant vacation spent at Flathead Lake.

Loretta Phipps Brummett worked in the Bozeman Division office as a typist substitute for three weeks this summer. She is the daughter of Upper Gallatin Sectionman Francis A. Phipps, and the sister of Rodman Arthur F. Phipps.

Engineering Aide I, John C. Reed, Project I IG 90-7 (9) 327 U1, Livingston, South and East, and his bride of a few weeks have returned from their honeymoon.

Bozeman Division Maintenance Foreman, Bert Moore, has invested in a new camping trailer so that when his Seattle grandsons, Mike and Scotty Manning, arrive for a visit, he can take them fishing along the Gallatin River in comfort and style.

charges for which the employee may be disciplined. Charges of this type should include any and all reasons, specifically and in detail, for the proposed action. Anything less than this is unfair to the employee, since he has a right to know why the charges have been placed against him and to give his side of the story. Yes, the Indefinite is usually unable to command the respect of his subordinates and also should have attention from higher levels.

7. The Proofless has plenty of charges to justify firing a particular employee, but no convincing evidence to sustain the charges. He did have evidence at one time, or could have attained it, but now he does not have it and is unable to obtain it. However, he wished to fire the employee anyway.

The Proofless is unable to see why any proof is required and becomes irritated that his integrity and judgment should be questioned. He does not stop to think how he would feel if he were judged on someone else's mere say-so.

Yes, the Proofless may end up with a very dissatisfied and uncooperative crew. He should be acquainted with supervisory responsibilities through action of higher administrative levels.

* * * *

This fourth article is somewhat rough on supervisors. However, in the fifth and final article of this series, we will attempt to bring to your attention that we do have good supervisors, and the full worth of these people is sometimes not fully recognized or appreciated.

TWO ADDITIONS TO DEPARTMENT STAFF

Two recent additions to the staff of the Department are Joe Fry, who will head up the Personnel, Safety, and Training-in-Service Sections; and Clint Fulkerson, who will re-activate the Safety Section. Mr. Fry comes to us after a successful career as a banker and as the managing partner of Bice Truck Lines, which he helped build into one of the state's largest carriers.

Mr. Fulkerson has had wide experience as first aid and safety instructor of the Sidney Volunteer Fire Department, and recently as the operator of the Fulkerson Funeral Home. Clint wishes to assure all of us that his approach to the safety problem will not be fatalistic. He will assume the job of working with the division on an active safety program, and will be assisted by Gary Garden.

Bob Downs will continue as Personnel Director, and Ross Henry will remain as the Training-in-Service Engineer.

Missoula Division

The diversified use of pre-stressed concrete became evident recently when "Prestressed Concrete of Montana" (located 2 miles southwest of Missoula), began casting pin-down curbing at a mass production rate.

Utilizing their pre-stress bridge beam plant, they placed "twin beds" of steel curbing forms 212 feet long on the line, then placed four 1/4" longitudinal cables in each form which were then stressed to a load of 3.2 tons per strand. The concrete was poured from a mobile conveyor, and after a curing period the strands were cut at 16 foot intervals and the curb sections removed and stockpiled awaiting placement on project S 7(6) Kalispell-Half Moon which calls for 18,955 lineal feet of median curb.



Top—Concrete being poured from a mobile conveyor. Left to Right—Rick Wortman, Clifton R. Dishman, Materials Inspector, Robert McCue, Superintendent, Gene Thomas.

Bottom—Stockpile of completed curb which, when completed, will contain 18,955 lineal feet.

Mr. and Mrs. Oscar Ostenson and daughter Ruth, recently returned from Miles City where they attended the marriage of their daughter Desta

Ann to Harold Aure. The newlyweds will live in Salt Lake City, where he is employed by Hercules Powder Company and she has accepted a teaching position for the coming year.

Jack V. Lorenz, R/W agent, has accepted the position of R/W Supervisor in the Great Falls District. He was honored with a farewell barbeque dinner by members of the R/W Department at the Lloyd McDowell home. Oscar Ostenson, District Engineer, presented Jack with a gift from the group present. He will be missed in the Missoula Division, but we all wish him the best in his new assignment.

Glendive Division

Darrell Hoover, stockman for Glendive Division, finally consented to give up his bachelor freedom and become a spouse to a local teacher, Dana Currens. They were married at First Congregational Church in Glendive on July 22, 1961. Best wishes of happiness and prosperity go with them from all of the employees of our Division.

The couple went to the eastern part of the U.S.A. for their honeymoon, while Darrell attended and took part in the Camp Perry shooting matches for rifles and pistols. He is a member and captain of the local National Guard team. We were very proud of this young man last year and the year before, as he took a number of awards home for his accuracy and precision pistol shooting. We are hoping that he will do as well, if not better, this year.

We always like to report items that are full of good cheer and good deeds, but this habit is going to be broken with these three announcements:

Mr. Emanuel Wolf, Sectionman at Circle, suffered a heart attack on July 4th and is slowly and steadily recovering his health and strength and hopes to be in full swing again early this fall.

Mr. E. M. (Ned) Chapman, Sectionman at Terry, suffered a heart attack on Monday, July 31, and is still in only fair condition, but family reports that he is rallying wonderfully. We have also had reported to us that Mr. Frank D. Redding, Sectionman at Richey, is under a doctor's care for an ulcer condition, but reported enjoying his assigned diet and improving steadily.

Our hope for speedy recovery goes to all three of these Sectionmen from all our employees and we hope that they all will be back real soon in 100%, A-No. 1 shape, keeping our roads open and in good travel condition.

Personnel and families of the Office, Right of Way and Engineering forces enjoyed a summer day of picnic fun at Reynold's Grove, about 10 miles west of Glendive on August 20, from noon until dusk and rumored that some stayed after that time.

Menu was varied from ham, hot dogs, hamburger to potato salad and baked beans, with all the refreshments you could hold. There were about 100 or more attending and program and luncheon committees are to be commended on the wonderful goodies and good time had by all.



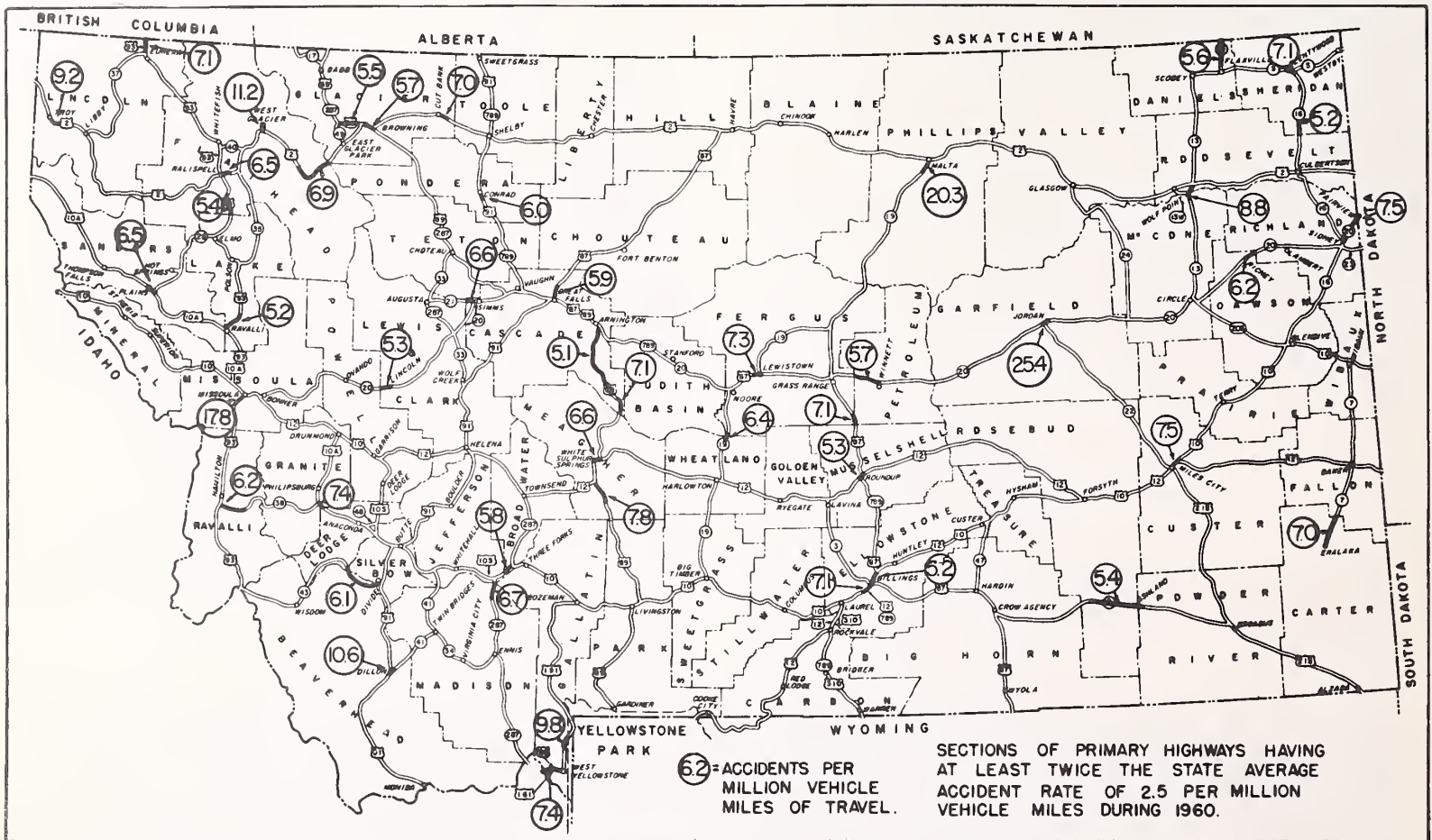
Shown above is the Coring Crew, Ed. Jonutis, Soil Supr., Don Ranger, Area Eng.-BPR, and Eugene Vest, Lab. Tech., all of Glendive, taking core tests on Project F 391(13), Circle-Sidney road.

Elton R. Hartze, Clerk in Division Office, is the proud poppa of a new baby girl, Jolene Lee Hartze, who weighed in at 5 lbs. 14 ozs.



This aerial view of the \$4 million contract under way in Rocky Canyon just east of Bozeman, shows some of the large cuts and fills that are necessitated in putting a four lane highway through the narrow canyon, already crowded by a transcontinental railroad and a creek. The N. P. Railroad will be moved to the south, as will Rocky Creek, and much rock on the north side of the canyon will be moved to make room for this portion of Interstate 90.

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